THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): The problems pointed out and/or suggestions made by corporate houses, other than on individual, company specific issues or complaints and falling in the broader policy domain during the last two years and the current year, were duly considered while finalizing the relevant policy issues. The principal issues raised and the manner in which they were addressed are as follows:-

(i) Revision/changes in the provisions of the Companies Act, 1956-The Companies Bill, 2008 has been introduced in the Lok Sabha on 23-10-2008 on the basis of a comprehensive revision of the Companies Act, 1956 after a detailed consultative process.

(ii) Issues relating to implementation of accounting standards - The Companies (Accounting Standards) Rules, 2006 were notified in December, 2006 after taking into account the recommendations of the Institute of Chartered Accountants of India and in consultation with the National Advisory Committee on Accounting Standards, a statutory body set under the Companies Act.

(iii) Revision of various rules and regulations under the Companies Act, 1956 - The suggestions received by the Ministry on matters relating to better implementation of the provisions of the Companies Act through various rules are addressed after thorough examination and consultation with experts, display of draft proposals on the website of the Ministry for comments where warranted, followed by making amendments to such rules and regulations from time to time.

(iv) Enabling legislation to facilitate formation of Limited Liability Partnerships - The Limited Liability Partnership Bill, 2006 was introduced in the Parliament in December, 2006. After examination and report by the Department related Parliamentary Standing Committee, the Limited Liability Partnerships Bill, 2008 was prepared and introduced in the Parliament. After approval by the both the Houses of the Parliament, it received Presidential assent on 7-1-2009.

(v) Matters relating to implementation of the Competition Act, 2002 and the Competition (Amendment) Act, 2007 - The Competition Act 2002 could not be implemented due to a legal challenge which was eventually resolved by the order of the Hon'ble Supreme Court. Thereafter, Competition (Amendment) Act, 2007 was enacted to address the issues raised in the legal challenge. Inputs received for the implementation of the Competition Act, 2002, as amended, were examined and necessary action initiated for operationalization of the Competition Commission of India and the Competition Appellate Tribunal.

Exit facilities at Delhi Airport

†*27. SHRI SHREEGOPAL VYAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it has come to light that in the recent past the passengers have had to wait for a long time while coming out after the arrival of the flights at Delhi Airport;

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†Original notice of the question was received in Hindi

(b) if so, whether any arrangement has been made by all the airlines and other agencies for maintaining time in carrying out all works relating to various procedures, *i.e.* reaching the bus at aircraft, receiving cargo, hiring taxi etc.; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) A Joint Venture Company (JVC) namely Delhi International Airport Pvt. Ltd. (DIAL) has been formed for modernisation and upgradation of IGI Airport, New Delhi to world class standards. As per Operation Management and Development Agreement (OMDA) signed between DIAL and Airports Authority of India (AAI), DIAL is required to undertake, a number of Mandatory Capital Projects. This includes modernisation/ renovation of existing operational area. Sometime due to the on-going air and city side modernisation/ renovation works, which are of temporary nature, and also on account of thorough security checks, the smooth movement of passengers and vehicles gets affected.

(b) and (c) The measures taken for ensuring smooth movement of passengers / vehicles and baggage include increase in number of baggage reclaim belts, relaying of apron roads, improvement in lighting at airside, proper marking of vehicular lanes, etc. Besides, the number of pre-paid counters have been increased and traffic marshals are deployed to assist the passengers and to as to minimize the waiting time.

Flaring of natural gas in Assam

*28. SHRI KUMAR DEEPAK DAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantity of natural gas being flared out daily Assam during the last ten years and its total cost, according to the present price of natural gas; and

(b) the steps taken or proposed to be taken by Government for use of natural gas and feasibility of gas based industries in Assam?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) The quantity of natural gas flared by Oil and Natural Gas Corporation Limited, Oil India Limited and Private/JV companies in Assam during last 10 years was 1916.7 million metric standard cubic metre (MMSCM). The gas flaring in Assam has come down by 34.3% from 0.80 million standard cubic metre per day (MMSCMD) in 1998-99 to 0.53 MMSCMD in 2007-08. The daily average cost of natural gas being flared in Assam is about Rs. 10 lakhs considering the consumer price of Rs. 1920 per thousand cubic metre applicable for North-Eastern States.

Natural gas produced in Assam is being utilized in the Fertilizer Sector, Power Generation, Refinery, Tea Gardens and by other small consumers. Further, natural gas based Assam Gas Cracker Project is being set up at Lepetkata, Dibrugarh. This project is being implemented by a joint venture company, Brahmaputra Cracker and Polymer Limited. In addition, GAIL (India) Limited has established a gas processing plant at Lakwa, Sibsagar in Assam to recover Liquefied Petroleum Gas (LPG) and to distribute the lean natural gas thereafter to the consumers in Assam.